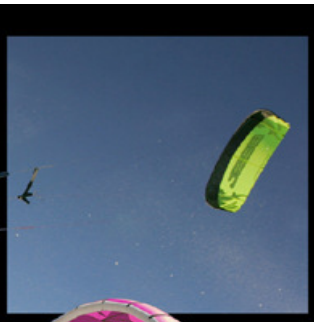
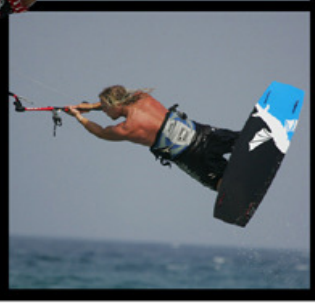
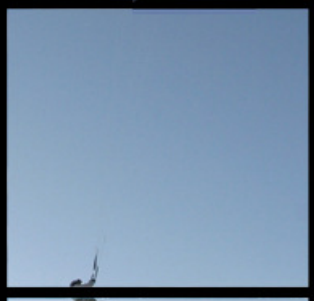










best

Bularoo user manual













Bularoo: Dedicated all-terrain performance

BEST KITEBOARDING
USERS MANUAL

Thank you for purchasing a Best kite. Please read this manual carefully and in its entirety before using your new Best kite.

WARNING

Kiteboarding/kitesurfing/snowkiting are extreme sports, they have numerous inherent risks and dangers, and poses substantial risk of cuts, scrapes, bruises, broken bones, loss of limbs, loss of vision, paralysis, and other serious, permanent and disabling injuries and death to the rider and others. Some of the sources of these risks include but are not limited to:

- Being lifted by the kite and then dropped or slammed into the ground, snow, trees, rocks, buildings, piers, jetties and/or other structures or surfaces.
- Being dropped or slammed into other people and/or property.
- Contact with kite lines under tension, and/or watercraft.
- Drowning.
- Underwater conditions and/or objects such as sharp shells, broken glass, sand bars, shoals, reefs, oyster beds, and/or concrete.
- Contact with sea life such as sting rays, sharks, sea turtles, jelly fish, etc.
- Weather conditions and/or changes in weather conditions such as increasing or decreasing wind, waves, updrafts, lightning and/or water spouts.
- Equipment performance. Kiteboarding is a new sport. Kiteboarding equipment and safety gear are NOT 100% reliable. Safety designs and features are often new and unproven. Kites may behave unfavorably and unpredictably. Lines can twist, tangle, or break, resulting in serious injury and/or loss of control of the kite.

When using this product, you are responsible for your own safety and the safety of others around you. Never use this product as a flying device. Never touch flying lines when the kite is in use.

RELEASE OF LIABILITY AND ASSUMPTION OF RISK

DO NOT USE THIS PRODUCT UNLESS YOU AGREE WITH THE
FOLLOWING TERMS AND CONDITIONS

Before using this product, the purchaser/user has carefully reviewed, understood and agrees to comply with the terms of this Users Manual. Use of this product and any of its components involves certain inherent risks, dangers and hazards, which can result in serious personal injury or death. The purchaser/user of this product understands that the seller is not responsible for any damage to property or injury caused by negligent operation of this product by the purchaser/user, and the purchaser/user releases the seller from all such liability. In the event of your death or incapacity, this Agreement shall be effective and binding upon your heirs, next of kin, executors, administrators, assigns and representatives.

The purchaser/user of this product expressly assumes the risk of any and all bodily injury, death and/or liability which may result from the purchaser or user's participation in kiteboarding. The purchaser/user agrees to hold Ride Best, LLC harmless from any and all liability, and waive and release any and all claims or potential claims against Ride Best, LLC and any of its respective agents, affiliates, subsidiaries, employees, instructors, officers, directors, shareholders, suppliers and manufacturers in the event of any such bodily injury or death which may result from the purchase and/or use of Ride Best LLC (d/b/a Best Kiteboarding LLC) products.

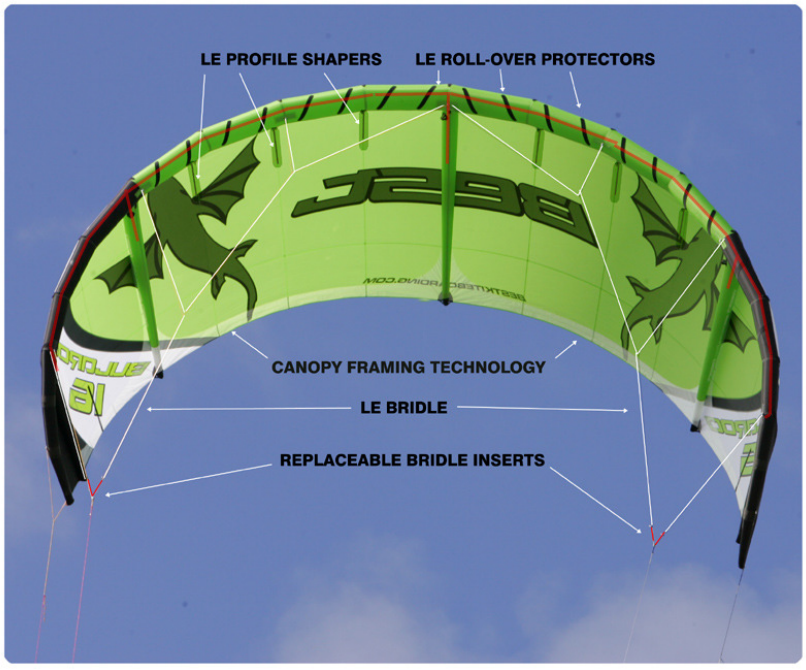
Best Kiteboarding thanks you for making the decision to purchase a new Bularoo All-terrain SLE 'supported leading edge' inflatable kite, we are sure that this kite will repay your decision to purchase Best by providing you with perfect performance. In fact, we are so sure of this that we guarantee it, if for any reason at all, you are not satisfied with your purchase simply send it back to the retailer you bought it from or BestKiteboarding.com within 30 days of delivery and we will refund you the purchase price of your kite, this is in addition to our industry standard 90 day materials and manufacture guarantee.

With one of the largest pro-rider teams in the world, Best Kiteboarding benefits from the best R&D test beds in the industry. With our dedicated R&D facilities in Australia and Brazil being staffed year round you can be sure that everything we make has been tested to the ends of the earth and back. In the case of our All-terrain range of kites, we have quite literally tested them all over the world, from sand to snow and back again. Our Brazil R&D site is open whenever there is wind, if you are in the area and want to try the latest products that we have in development, call in, we value the feedback. After all we make kites for our customers to ride and enjoy, not just for ourselves.

BestKiteboarding is staffed and run by kiteboarders for kiteboarders. We entered the market with the sole purpose of delivering the highest quality and best performing kites available at the fairest prices. Because Best Kiteboarding distributes direct our overheads and running costs are much less than any other manufacturer. Even though our kites cost the same to manufacture and in some cases like the Pro-kites, much more to build, we still sell them at prices way below the industry average. Bestkiteboarding's sales model is a more effective way of manufacturing and selling kites than used by other manufacturers, we build more kites and sell them to more happy customers than anyone else, so everyone wins.

Bularoo: SLE Inflatable Kite

The Bularoo has been designed and refine over a period of two years, tested around the world, ridden in the dirt and the snow and also on the water the Bularoo represents the culmination of our investigation into providing the perfect all-terrain kite suitable for any land or water based traction activity.



The Bularoo is a 'Supported Leading Edge' inflatable kite, or 'SLE', this design differs from previous C-shape kite layouts in that the kite has a greater projected area which enables a more efficient kite design which delivers greater upwind performance, depower and safety.

The structure of SLE kites receives additional support from a simple bridle system, this allows for the increased projected surface area, and also facilitates the extended depower and safety by moving the front pivot points for the entire kite outside of the space bounded by the kite canopy.

The Bularoo 07 has self adjusting pulleys attached to the front lines of the kite. The front pulleys assist with depower and safety activation. Unlike most other SLE kites the Bularoo 07 does not rely on bar mounted pulleys to achieve its excellent turning and quick depower rates.

The Bularoo design, including a 4-point bridle system and front and rear “V” bridle attachments deliver all the benefits of huge de-power, fast turning, improved safety and instant re-launch in one single kite.

Bularoo 07 Kite Package:

Your new Bularoo 07 kite comes complete with travel bag, alloy shafted inflatable pump, repair kit and this user manual. All that is required to make the kite ready for flying is the attachment of a suitable bar and lines package and you are ready to ride. We recommend the 07 Best Bar for maximum safety.

Details and Set-up Instructions:

The Bularoo 07 is shipped with all bridle lines secured to the center strut valve retaining Velcro. When you receive your kite, unroll your Bularoo 07 and remove the foam valve protectors. Next detach the bridle lines from their traveling position on the center strut and separate the bridles into left and right. These are color coded, Red for the left side and Blue for the right side, as you look up at the kite in flight.

Front : The front attachments are comprised of a leading edge bridle that terminates on both sides with a closed loop (*larks head)* and replaceable centre section that the pulley travels on. Should advanced signs of wear show on either the pulley or bridle, contact your nearest dealer for replacement parts.

For added safety when used in extreme conditions the front bridle pulleys can be additionally reinforced with the supplied captive loop, shown in light grey. In the unlikely event of a front pulley failure, the captive loop will keep the flying line attached to the bridle, allowing the rider to land the kite safely.

To fit this back-up to your bridle, undo the pigtail loop that passes through the eye of the pulley. Pass the grey line around the pulley over the braided pulley insert line, and reassemble the pigtail so that both ends of the back-up loop are held captive within the pigtail larkshead loop.

In the unlikely event of a pulley failure, this back-up will keep the flying line and front bridle attached allowing you to keep control of the kite until such time as you can safely land the kite.

Any damaged part on the main bridle should be replaced immediately.

Rear: The rear flying line attachment on the Bularoo 07 is comprised of two lines that join to form a 'Y' shape bridle. The upper 'V' section has three knots placed around the centre of the V. Selecting a different knots position on the rear V allows you to fine tune the turning speed and bar pressure of the kite. Selecting the knot to wards the front of the V will give more relaxed turning and higher bar pressure; this is suitable for Wakestyle riding. Selecting the knot towards the back of the V will give increased turning speed and lighter bar pressure, this setting is suitable for Freestyle riding. The kite comes ready rigged on the middle knot which gives a compromise of both the different settings.

Pre-use checks:

Once you have unpacked your kite for the first time, take the time to check that all of the knots are correctly seated and cinched up wherever there are larksheads connections on the front and rear bridle components. Pay particular attention to the front bridle section at either end of the pulley-line inserts.

Riders should perform a thorough inspection of their kite each time they set-up and prior to launching; to ensure that it has sustained no damage during use. Any damage should be repaired by a professional kite or sail loft to ensure continued safety and usability.

Inflation and the EZ-pump system.

The airframe of the Bularoo is interconnected by our simple and reliable EZ-pump inflation system. The strut bladders are connected directly to the leading edge bladder by a series of short, one way valves. The EZ-pump system has no complicated and heavy internal hose systems. EZ-pump enables the rapid inflation of the entire kite directly through the LE valve. The EZ-pump system is totally internal to the Air-frame of the kite and requires no user service. EZ-pump equipped kites have only one LE valve for both inflation and deflation.

The EZ-pump main valve is a two part system with a shared opening for inflation and deflation. The valve is shown left completely disassembled with both the lower and upper sections of the valve unscrewed from the valve base. To deflate the kite unscrew the lower knurled section of the valve from the LE, carefully hold the padded cloth area of the LE when unscrewing and re-fitting the entire valve, this prevents twisting and unseating the bladder from the LE.

To inflate your kite for the first time, unscrew only the top section of the 2-piece LE valve; grip the large lower knurled ring whilst removing upper section. Fit the hose connector to the top of the valve stem and then attach the pump hose to the connector and inflate. Once inflated remove the hose connector from the valve stem and refit the inflation plug. Check both the upper and lower sections of the valve stem are firmly screwed into place.

When inflated sufficiently all small wrinkles should be removed from the LE of the kite. A correctly inflated kite should give heavy resistance to the pump on the last few strokes, do not try to inflate the LE to the very limit of the pump. If you have the use of a calibrated inline gauge the correct LE inflation pressure is around 9-PSI. Correct inflation pressure will vary slightly with kite size, the smaller models will require slightly more pressure and the larger kites slightly less; this variance is likely to be no more than .5 PSI in either direction.

Complete and balanced inflation pressure can be achieved with the EZ-pump system simply by inflating through the LE valve to the recommended pressure. If you prefer to customize the feel of your kite by toping-off your strut pressures manually, this can be achieved through the external valves on each strut.

With your kite fully inflated, remove the pump hose, check the LE valve to make sure there is no sand trapped in the valve and then reseat the valve cap. If you do get sand caught in the LE valve simply blow it out with a shot of air from the pump.

Deflation and the EZ-pump system:

To deflate your EZ-pump equipped kite simply remove the valve caps from each of the struts and give them a gently pinch to release the air. Then remove the LE valve cap to deflate the LE before rolling and packing the kite. Always leave the strut valves open when rolling the kite to let any air, pushed through from the LE, escape from the struts. Refit the LE valve after deflating to ensure you do not contaminate the LE bladder

Repairing strut bladders:

Should the need arise to remove a strut to repair a puncture the user much first detach the strut bladder from the EZ-pump system.

Un-zip the closure at the bottom of the strut and gently detach the EZ-pump valve from the bottom of the strut bladder. The bottom of each strut has a large reinforced air-tight ring that sits over the EZ-pump valve.

The EZ-pump valve remains permanently attached to the LE bladder do not try to pull it through into the strut sleeve.

Detach the external valve-cap from Velcro fixing and attach a length of line to the tail of the bladder before carefully removing it through the zipped aperture.

Attaching a line to the tail of the bladder allows the user to gently drag the bladder back into the correct position within the strut sleeve once they have patched the bladder.

To re-connect the strut bladder to the rest of the EZ-pump system, carefully drag the bladder back into the strut sleeve using the line you attached to the tail of the bladder. Position the external valve stem through the small aperture and reconnect the Velcro to the tip of the valve.

Before reattaching the EZ-pump valve to the bottom of the bladder make sure that the EZ-pump valve stem is firmly seated into the reinforced ring stitched into the bottom of the strut pocket, this is critical for correct function of the EZ-pump system.

With the valve stem firmly seated, take the bottom of the bladder and slide the air-tight ring firmly down onto the base of the EZ-pump valve. Push the valve firmly upwards from behind into the bottom of the strut bladder and arrange the bottom of the bladder so it is evenly distributed around the valve.

Carefully close the zip and inflate the strut through the external strut valve to check that everything has been refitted correctly and is airtight. If air escapes from any of the struts undo the zip and reseat the bottom of the bladder over the valve stem once more applying even pressure.

Once you are sure that all the strut bladders have been correctly seated on the LE bladder you are now ready to inflate the kite completely through the LE valve.

Self-launching the Bularoo:

The Bularoo 07 launches much like any other LEI kite; the only difference being that as with any SLE kite the rider must take care where they position the bridle lines prior to launch. Make sure the bridles and flying lines can not get tangled. The Bularoo 07 has line deflectors on the strut ends to assist in this.

With the kite inflated correctly and all the flying lines attached to the correct bridle points the rider should place the kite at the edge of the wind. They should then place sand on the inside of the kite behind the 1st strut towards the 2nd strut, this helps to keep the kite flat to the wind until the wingtip has been folded over and secured with more sand.



Fold the wingtip over on the leading edge, , and then sand down the folded wingtip. Before going back to your bar to launch, wait at the kite for a while to ensure you have placed enough sand on the kite to hold it down.


Retire upwind to the bar, hook into the Chickenloop, and take a second to check your lines visually one last time. With the bar firmly in your grasp and the bar positioned at 50% depower position, pull the top of the bar towards you and step backwards.

Pulling the bar back towards you and stepping backwards will flick the sand off the wingtip, releasing the kite and allowing it to self launch.

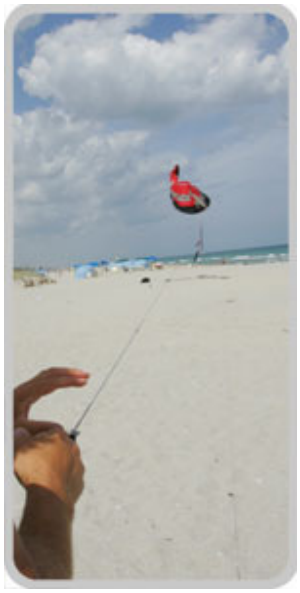
If it is possible to have someone experienced assist in the launch this is always the preferred method.

Landing the Bularoo 07
Due to having dual rear line 'oh-shit' handles and it's unique bridle layout landing the Bularoo is much easier than with other SLE kites. Two simple methods can be used to land the Bularoo, depending on your personal preference and the wind conditions.

Method 1: This method is suitable for most wind speeds on open beaches, with sufficient free space downwind. Fly your kite to the side of the window leaving the kite at an angle of about ten degrees to the ground, this equates to the lowest wingtip being about 5m from the ground level

With a kite at the edge of the window; sheet-out, reach up and grab the lower of the two 'oh-shit' handles. With the webbing loop firmly in your grasp, unhook while holding onto the webbing handle. The Bularoo 07 will fly slightly to the edge of the window, and then loop under itself, coming to rest on the beach in the dead downwind position facing into the wind with the leading edge facing up. ***This method is only recommended if you have more than two line lengths of downwind space.***






Method 2: To land the Bularoo 07 in higher winds fly it down to the ground at the edge of the wind window, so that the lower wingtip touches the sand. ***Clip your leash to the webbing*** on the 'oh-shit' handle that is now facing upwards on your bar. If you landed the kite on its right wingtip, then clip into the left hand side 'oh-shit' handle. Pull gently on the handle to loosen the retaining Velcro. Reach up and pull the trim strap all the way in to fully depower the kite and then unhook from the bar holding the bar equally in both hands. Quickly check that you hooked correctly into the safety handle and then simply drop the bar. The kite will flag out into the wind with the canopy facing upwards. Practice this a few times in lighter wind to get the hang of the routine. If you ever feel unsure of your ability to land in this way due to hugely increased wind speeds then ask for an assisted landing.

Water relaunching the Bularoo 07

The Bularoo 07 has 'built-in' relaunch capability due to the curved shape of the wingtips and the geometry of the LE bridle. With the kite's leading edge down in the water simply pull on either of the back rear lines and the kite will taxi across the wind window, eventually rotate upwards into an upright position and await relaunch by a swift upward pull on the bar.

In lighter winds it may be beneficial to use your board to create extra resistance to the pull of the kite, to enable faster relaunch, and to speed the kite taking an upright position at the edge of the wind window. Once in this position simply adjust the bar and steer the kite launching it upward.

Water relaunching the Bularoo 07

Hot launching.
With the kite resting on its trailing edge in the water with its weight partly supported by the struts, it is possible that the kite may accidentally 'hot launch'. As soon as the kite powers up you must sheet out the kite, front line load only. The rear lines must not have any tension until the kite is safely in the neutral zone, in this case that would be overhead in the zenith.

Reverse launching.
When the LE is downwind and away from you, using the rear lines a reverse draft can be created using the trailing edge, which causes the kite to hover up backwards. If both rear lines are pulled with even tension the kite will hover up evenly balanced. If one rear line is released a few inches the kite will spin round and start to redirect. In this case be prepared to flip the bar and sheet-out the kite to reduce powering up the kite in a downwind position.

Both of these techniques should be practiced in low wind conditions, they are advanced techniques and only recommended for experienced riders.

Assisted Landing the Kite
When landing your kite with an assistant simply fly the kite to the edge of the window and down to ground level slowly. Have your assistant the take hold of the kite firmly in the middle of the leading edge, and then walk towards your assistant to remove all flying line tension. You can either have you assistant lay the kite down and sand the upper canopy, or have them hold the kite until you are unhooked from the bar and safely able to have them hand the kite over.

FAQ

What pre-flight checks should I perform before I first fly my Bularoo?
Your Bularoo kite is checked before it leaves the factory, pre-fight we recommend that you check all the larkshead knots on the front and rear bridle and that the leading edge zip is completely closed. With the kite un-inflated force the body of the zip downwards towards the pack of the zip closure, the body of the zipper should be hidden within the small reinforced pocket and not visible behind the zipper flap.

What type of performance can I expect from my Bularoo ?
Expect the 'best-performance', the most user-friendly and safest all-terrain kite available on the market! The Bularoo is not only suitable for riding on snow and land but also makes an excellent kitesurfing kite. If

you want one kite to ride from the top of the hill, into the water and back out again then the Bularoo is the perfect choice. It's the toughest SLE on the market, with the performance to match our legendary Waroo.

Surfing the mountains, the sand and the waves has never been more do-able. With the ability to shut the kite down you can now ride the board more than ever, letting gravity, wind and wave provide the acceleration and using the kite as a primary or supplemental power source.

How do I adjust the turning speed and feel of my kite?
The Bularoo 07 uses a simple V shaped bridle with three adjustable settings. This allows riders to very quickly dial in a range of turning and depower controls.

Placing the flying line to wards the front most knot gives more bar pressure and slower turning, this is suitable for learners who require a more docile kite and increased bar feedback. Selecting the rear most knot setting gives a faster turning kite with less bar pressure, this is more suitable for experienced riders who want maximum performance from their kite.

How should I care for my Bularoo?
Inflate and deflate your kite with care. Follow proper inflation techniques and pack down your kite when it is completely deflated and dry.

Do not leave the kite inflated sitting in the wind unused for long periods of time, this accelerates wear to the canopy cloth. Inspect the kite periodically for small holes or tears and patch when detected to eliminate costly repairs.

How do I Remove and Install a LE Bladder?
Typically the bladder should last the life of the kite, however unforeseen things happen. If you should need to replace a strut or LE bladder order specific Bularoo replacement bladders.

Whilst protected inside the LE and struts bladders are incredibly robust, when taking them out ensure that they are placed on a clean, dry and grit free surface. You will require 2 lengths of line, preferably an old flying line with a closed loop still attached. Each length of line needs to be about 6 feet longer than half the wingspan of the kite.

Before removing the LE bladder remember to unzip each strut and disconnect the strut bladder from the internal EZ-pump valve.

Removing LE Bladder:
Undo the LE access zip; make sure that the zip is clean and free from sand before proceeding. If the zip is jammed with sand flush it out with a small amount of water or blow the zip clean using the pump. Once the zip is open remove the LE valve cap and push the deflate valve stem inside the LE.

Unfold the wingtip pockets, the black ABC-cloth flap is retained with a small Velcro tab, undo the Velcro and pull the end of the pocket out from the end of the sleeve. Gently pull 10-15cm of bladder out from the sleeve. All bladders are oversized so there will be suitable excess material at the end of the pocket.

Take your length of line and carefully loop it around the end of the bladder, cinch the line up against the bladder end so that is tight and secure. Repeat for the opposite end of the kite.

When you pull the bladder out through the zip at the centre of the LE the line will pull through the length of the LE. This line enables you to pull the bladder back towards to wingtips and it is essential for reseating the bladder correctly. Be careful not to catch the bladder on the zip teeth.

With the lines attached to both ends of the bladder gently pull the bladder out through the LE. Repeat this for both sides of the kite until the bladder is completely withdrawn from the LE and both pieces of line attached to the bladder ends are poking through the LE zip.



With the bladder completely withdrawn from the LE, detach the lines from the ends of the bladder and carefully fold the bladder from tips to centre so that the bladder folds up like an ‘accordion’ on either side of the valve stems. For re-inserting the bladder it is important that both tips are in separate piles/folds, as this allows you to insert the bladder one side at a time without tangling the ‘spare’ side of the bladder during re-insertion.

Re-installing the bladder:



Before you attempt to reinsert the bladder it is essential that the bladder and the LE sleeve are both completely dry. Rubbing the bladder with copious quantities of ‘talc’ will make refitting the bladder much easier.

Lay the folded bladder on the LE next to the open zip, the bladder should be laid out so that the internal one way valves are facing upwards with no twists being visible in the bladder. Carefully taking one end of the bladder attach the end to one of the lines that you previously drew through the LE. Then attach the other end of the bladder to the remaining line. Carefully feed the bladder into the LE sleeve one side at a time until all the bladder is neatly folded up inside the LE sleeve.

From the wingtip, carefully and slowly pull the bladder down the LE sleeve using the lines attached to the bladder tips. Once the bladder is exposed at both ends of the kite return to the centre of the kite and seat the main valve through the reinforced hole in the LE and close the LE zip.


Next carefully manipulate the internal valve to each strut so that it passes through into the bottom of each strut sleeve, firmly press each valve home into its reinforced ring.

Returning to the wingtips, detach the lines from the tips of the bladders and carefully fold the bladders tips up into the ends of the wingtip sleeve. Carefully fold over the end cap and securely fasten the Velcro pieces together ensuring the bladder cannot poke out once inflated.

Once the LE zipper and wingtip closures are sealed, ***Inflate each strut individually to check the internal attachment before inflating the LE.*** After this has been done slowly inflate the LE and observe bladder inflation. If the bladder has been twisted during installation, it will show up as a void in the area of the twist. The area may be massaged at a low air pressure to relieve any partial twist. If this does not work the bladder may need to be uninstalled and reinstalled correctly to eliminate the twist. If the bladder appears to be difficult to pull through the LE lightly coat the bladder with talcum powder once more and try again.

Wind Ranges
The suggested wind range chart is just that; a 'suggestion', always know your limits and when in doubt rig a smaller kite if possible. Wind speeds inland may vary according to where they are taken, if you are flying the kite near a tree line always take wind reading more than 100m past the line of trees to get an accurate maximum reading. If flying in the mountains always take a wind reading towards the highest point of land as wind accelerates up hill.

The wind ranges given below are based on a 75kg rider and kitesurfing usage, for snowkiting and landboarding the wind ranges will vary according to snow and surface conditions but will be 3-5 knots lower for bottom end and 4-6 knots lower for top end.

Size (sqm)	**Range** (knots)	**Recommended** Bar Size
7	20-35*	45cm bar
10	15-32	45cm bar
13	12-24	45 to 55cm bar
16	8-20	55cm bar

Depending on your riding technique and the position of your stopper ball it is possible, though not advisable, to ride outside of the stated wind speeds and still retain complete stability of the kite.

If you can't keep your kite stable at wind speeds approaching or above the upper stated limits for each size kite then please do not attempt to exceed your skill level.

Why does the Bularoo 07 have a simpler bridle and no bar mounted pulleys than other SLE kites?
The Bularoo 07 was carefully designed to have reduced depower travel and lighter bar pressure than other SLE kites with fewer bridle pulleys. Extra pulleys at the bar add more bar pressure. For 07 we believe other brands have copied this approach and set up.

What is the bridle used for?
The bridle supports the flatter shape and reduced leading edge of the Bularoo 07. With specific attachment points it allows greater power from a higher projected area, making it a more efficient kite. In combination with the front pivot placement it also allows the Bularoo 07 to have a huge amount of de-power.

Can I use a bar from other kites on the Bularoo?
Yes, however certain precautions need to be taken into consideration when using other bars. It is best to seek technical assistance before rigging a 'non-Best bar' to the kite.

The Bularoo is designed to work perfectly with the Best 07 bar, its extended travel allows for complete depower of the kite, this is key to the improved safety of the Bularoo over a 'C' shaped kite. An upgrade kit is available that includes everything but the bar and lines for swapping any 06 Best bar over to be suitable for the Bularoo.

How hard should I pump my Bularoo 07 kite?
We recommend 9PSI for the Bularoo; smaller kites require slightly more inflation +.5 PSI and larger kites up to .5 PSI less. An under inflated kite will be problematic through the flight cycle and when re-launching.

Some riders have noted that in some adverse wind conditions, inflating the kite slightly above the recommended PSI has delivered further benefits in improved stability; this is particularly noticeable in the snow where the cold air temperature may lead to a decrease in internal air pressure over time.

Due to the hugely increased risk of impact damage when flying on land we recommend that landboarders and buggy pilots do not exceed the recommended inflation pressure of 9 PSI.

Do not store a Bularoo with inflated struts inside a vehicle during the summer, in-car temperatures can rise rapidly leading to a catastrophic increase in strut pressure.

Does the Bularoo invert like other SLE kites?
Some SLE kites have shown tendencies to invert when fully de-powered or at the high end of their wind range turning inside out during flight.

Precautions for inversion have been taken in consideration with the design of the Bularoo, such as profile shapers, tow point limiters at the front bridle and a variable rear bridle. These variable points help stabilize the AOA of the kite when fully de-powered or at the high end of the kites wind range.

As with any kite, if flown incorrectly or outside of its stated wind range, it can be made to misbehave.

What safety systems are built into the Bularoo?
A Bularoo flown with a 07 Best Bar has multiple redundant safety systems. First and foremost pushing the bar away and forcing it to slide up to the trim strap will depower the kite to it's depower limit. Unhooking the kite and dropping the bar when attached to the bypass leash ring will result in the same maximum depower state being achieved.

Both back flying lines on the Bularoo bar are equipped with 'oh-shit' handles; these can be used in conjunction with depowering the kite to completely flag the kite out to a powerless position. ***A leash can also be clipped to the webbing handles for use on the water, clip only to the webbing handles, never clip directly into the stainless rings***

How do I rig my Bularoo, what attachment knots should I use?

All Bularoo come with 6 knots already tied on the bottom of the rear flying line attachment bridle, the Bularoo 07 is designed to work best for riders of average weight when the flying lines are attached to the 2nd or 3rd from bottom knot on the rear bridle.

When attaching for the first time please use the bottom knot on the bridle, if the kites handling and turning is sluggish then re-attach to the next knot up. Repeat this procedure until you have found the perfect knot position for your arm reach and your preferred riding style.

When the kite is trimmed correctly you should be comfortable enough to steer the kite and still have enough reach left to depower the kite by pushing the bar away from you. As an additional passive depower adjustment the trim strap allows further depowering on the fly.

If you intend on riding unhooked for performing tricks it is important that you trim your kite so it does not back stall when unhooked. To check this once you think you have found your preferred rear knot setting, unhook the chicken loop from your spreader bar and fly the kite overhead. If the kit sits directly above you with no backing down, then you have the perfect trim.

If you find the kites wants to back down towards the beach then you have too much rear line tension and the kite is oversheeted. To fix this simply pull down on the depower strap in small increments until the kite flies happily overhead with the bar unhooked.

Please note that flying unhooked is not recommended unless you are already comfortable with the increased level of kite control required. Never try to asses the correct trim for unhooking in high winds and never unhook without using a rated safety leash designed for this purpose.

How do I perform a self-rescue with my Bularoo?
If possible, release the OSR handle to flag the kite and wind the lines onto the end posts. With the lines wound in and any flying line secure, release the LE deflate bladder and taking the kite by the wingtips, roll

it to the centre expelling air from the LE as you progress. Once the LE is deflated re-secure the LE valve secure the kite to your board with your bar leash, and paddle back in.

How do I pack my Bularoo?

As your Bularoo uses battens in the leading edge and trailing edge, you need to consider this as you pack your kite away. To ensure you do not damage your lightweight battens during packing always roll your Bularoo from the wingtips to the centre ensuring that the leading edge forms a straight line in the finished roll. Once the kite is rolled up, find the ends of the leading edge and trailing edge battens and fold the kite in thirds using the ends of the battens as guides for the folds. With the kite fully rolled all the trailing edge battens should be in one third of the roll and all the leading edge battens should be in the other third of the roll.

How do I replace worn bridles on the Bularoo?

The Bularoo front bridle has user replaceable heavy duty inserts fitted into the centre of the line. Should these become worn then simply undo the retaining loops at either end and fix in place a replacement set. It is recommended that you replace both sides at the same time even it only one side is showing wear.

Please check the assembly of the secondary pulley support lines, as detailed on page 3, if installed, when replacing the bridle inserts. The pulley support should secure the pulley as shown in the diagram.

Whilst this set up is not required for kitesurfing we recommend strongly that all kiteboarders participating in land based activities install for their own benefit.

Introduction to performance features:

The 2007 Bularoo is the most technically advanced All-terrain kite ever made. With a reduced diameter leading edge, exclusive new "Canopy Framing Technology", profile shapers, Terrain tough construction and countless other features, the Bularoo is simply the best All-terrain kite available.

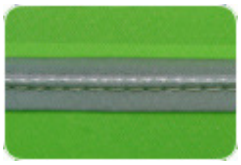
The Bularoo has handling to match its technical excellence, it delivers more explosive pop and greater hangtime than any other Dacron and rip-stop BOW, SLE or C kite, while still delivering maximum depower, unmatched stability and multiple integrated safety systems.

The Bularoo is suited to riders of all ages and all abilities. Its combination of huge wind range, great depower and safety makes it the ideal choice for beginners. The hangtime, ease of handling and friendly kite looping potential of the Bularoo makes it the number one choice for intermediate and advanced riders looking to safely push the limits of their riding.

EZ-PUMP TOTAL INFLATION SYSTEM:
EZ-pump total inflation system: Designed for simplicity and ease of use in cold weather conditions. Our new EZ-pump total inflation system with integrated silicone stopper valves allows easy one-shot inflation of the entire airframe of the kite. Practicality and simplicity that you can trust.

All Terrain Geometry:
All terrain kiting and wave riding demand a fast and responsive kite. The Bularoo is a mid-aspect ratio design, delivering matchless turning speed with precision steering and incredibly low bar pressure. These combine to make the Bularoo the first inflatable kite that is perfect for all day rides and extended back country exploration.

Canopy Framing Technology:
Crashing your kite is a fact of life. The Bularoo is the only all-terrain kite designed with Canopy Framing Technology, the ultimate reinforcement system. The entire perimeter of each canopy panel on the Bularoo is supported with a continuous reinforcement zone, isolating the canopy from impact loads and delivering protection that you can believe in



Load Flex LE seam:
Unique three layer webbing taped LE seam guarantees that all best kites have the strongest LE of any manufacturer's kites. There is simply no stronger seam construction.

LE impact and rollover protectors:
The Bularoo's leading edge is reinforced with strategically placed rollover and impact protection. These soft but strong cushions enable the LE to grip the snow and ground for easy relaunching and minimize contact with the ground during impacts.

Profile Shaper battens:
Glass fiber reinforced profile shapers reduce upper canopy deformation at low angles of attack. Profile shapers ensure that your Bularoo is the smoothest flying kite even at the absolute limits of depower. A clear and tough outer casing on each batten ensures a ten second job should you ever need to replace one. You'll never need a trip to the repair shop.

Maximized LE profile:
A thicker LE profile and deeper chord curvature gives the Bularoo exceptional low wind stability and ultra-smooth flying characteristics. Whether you are landboarding along a tree lined field, traversing the most exposed snow drifted ridges, or surfing a wind shadowed point break, you can rely on the Bularoo to be the most stable all-terrain kite you've ever flown.

Supported Leading Edge Design:
Unlike open cell foil kites our advanced SLE design is immune to front tucking in wind shift. With a lightweight inflated structure and huge depower on tap, there's not a more stable kite available for adverse wind conditions.

Trailing Edge Battens:
Strategically placed trailing edge battens increase turning response, improve aerodynamics by controlling air flow over the control surfaces and eliminate canopy flutter.

Teijin Rip-Stop Canopy:
If you want to cut corners, you can buy cheaper fabric, but you certainly can't use anything better. We only use Teijin Rip-Stop for our canopy material, as there's no better rip-stop cloth available and we only use the best.

Dacron Wing Tip Panels:
Multi-layer Dacron wingtip panels distribute turning forces for unmatched responsiveness and self launching without risk of damage.

Fluid Pocket Protection:
Flat locked edges on all canopy protection and batten pockets delivers zero line hang ups. Internal monofilm pads dampen and protect the interface between the battens and the canopy.

WOVEN SPECTRA BRIDLES:
All bridle lines are constructed from tried and tested woven, high load Spectra and color coded for easy identification when rigging. We guarantee that all of our bridles perform perfectly, first time, straight out of the bag.

Ronstan High Load Pulleys:
Low friction, all temperature, high load pulleys help deliver maximum depower and precision handling in all conditions with reduced bridle wear. 4mm braided abrasion resistant pulley lines, easily replaceable for minimum down time

Terrain-Tough Construction:
Our unique Canopy Framing Technology, LE load flex seam, fully taped canopy and solid airframe construction come together to deliver the most proven and trusted kite construction package in the industry.

Highest Quality Materials:
The Bularoo like all Best kites is built using only the very highest quality materials from the best manufacturers in the world. The Bularoo is the perfect kite for use on any terrain, and that demands using the toughest, most reliable materials available. We never settle for second best, neither should you.

SOLID AIRFRAME CONSTRCUTION:
The ultra stiff leading edge of the Bularoo, innovative Canopy Framing Technology, and profile shaper battens, come together to form the most rigid and dependable All-terrain kite. Wrapped up in a precision shaped canopy there simply is no better performing or easier to use All-terrain kite available.

If you have any questions about your Bularoo that are not covered in the user manual, please contact your nearest dealer or BestKiteboarding direct.